

**Amendments to the Claims:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

1. (Previously Presented) A piston for an internal combustion engine, the engine having a connecting rod coupled to a wristpin, the piston comprising:

a skirt having a top portion and a generally cylindrically-shaped wall portion extending from the top portion, the top and wall portions defining a skirt cavity, the top portion having an upper surface and an opposite lower surface within the skirt cavity, the lower surface configured to define a bearing surface for the wristpin; and

a crown coupled to the skirt, the crown having a lower surface in facing relation to the upper surface of the skirt, the lower surface of the crown and the upper surface of the skirt defining a lubrication cavity,

wherein the top portion of the skirt includes at least one inlet hole communicating between the skirt cavity and the lubrication cavity and adapted to supply a lubricant from the skirt cavity to the lubrication cavity, and wherein the top portion includes at least six lubrication holes communicating between the lubrication cavity and the skirt cavity and adapted to supply the lubricant from the lubrication cavity to the bearing surface and the wristpin.

2. (Original) The piston of claim 1, wherein the lubrication cavity is an annular cavity, and wherein the lower surface of the crown and the upper surface of the skirt define a central cavity centrally-located within the annular cavity, the central cavity communicating with the annular cavity through at least one bypass hole, and wherein the top portion includes at least one central lubrication hole communicating between the central cavity and the skirt cavity and adapted to lubricate a central portion of the wristpin.

3. (Original) The piston of claim 2, wherein the at least one bypass hole includes two bypass holes.

4. (Original) The piston of claim 2, wherein the central cavity includes internal threads, and wherein one of the crown or the top portion includes a threaded boss, and wherein the crown is coupled to the skirt by threadingly engaging the threaded boss with the internal threads.

5. (Original) The piston of claim 1, wherein the top portion includes at least one recess positioned within the lubrication cavity, and wherein at least one of the lubrication holes is located within the recess.

6. (Original) The piston of claim 1, wherein the top portion includes two recesses positioned within the lubrication cavity, and wherein at least one of the lubrication holes is located within each of the two recesses.

7. (Cancelled)

8. (Original) The piston of claim 1, wherein at least one inlet hole includes two inlet holes.

9. (Previously Presented) A piston for an internal combustion engine, the engine having a connecting rod coupled to a wristpin, the piston comprising:

a skirt having a top portion and a generally cylindrically-shaped wall portion extending from the top portion, the top and wall portions defining a skirt cavity, the top portion having an upper surface; and

a crown coupled to the skirt, the crown having a lower surface in facing relation to the upper surface of the skirt, the lower surface of the crown and the upper surface of the skirt defining an annular cavity and a central cavity centrally-located within the annular cavity, the central cavity communicating with the annular cavity through at least one bypass hole,

wherein the top portion includes at least one inlet hole communicating between the skirt cavity and the annular cavity and adapted to supply a lubricant from the skirt cavity to the annular cavity, and wherein the top portion includes at least six lubrication holes communicating between the annular cavity and the skirt cavity and adapted to supply the lubricant from the annular cavity to the wristpin, and wherein the top portion includes at least one central lubrication hole communicating between the central cavity and the skirt cavity and adapted to lubricate a central portion of the wristpin.

10. (Original) The piston of claim 9, wherein the top portion includes a lower surface opposite to the upper surface of the skirt and within the skirt cavity, the lower surface configured to define a bearing surface for the wristpin.

11. (Original) The piston of claim 9, wherein the top portion includes at least one recess positioned within the annular cavity, and wherein at least one of the lubrication holes is located within the recess.

12. (Original) The piston of claim 9, wherein the top portion includes two recesses positioned within the annular cavity, and wherein at least one of the lubrication holes is located within each of the two recesses.

13. (Cancelled)

14. (Original) The piston of claim 9, wherein the at least one bypass hole includes two bypass holes.

15. (Original) The piston of claim 9, wherein the central cavity includes internal threads, and wherein one of the crown or the top portion includes a threaded boss, and wherein the crown is coupled to the skirt by threadingly engaging the threaded boss with the internal threads.

16. (Original) The piston of claim 9, wherein at least one inlet hole includes two inlet holes.

17. (Cancelled)

18. (Currently Amended) A piston for an internal combustion engine, the engine having a connecting rod coupled to a wristpin, the piston comprising:

a skirt having a width and including a top portion and a generally cylindrically-shaped wall portion extending from the top portion, the top and wall portions defining a skirt cavity, the top portion having an upper surface having therein an internally threaded central bore, and the top portion including a lower surface defining a bearing surface for the wristpin, the bearing surface extending across substantially the entire width of the skirt; and

a crown coupled to the skirt, the crown having thereon an externally threaded boss threaded into the central bore, the boss and the top portion defining a central lubrication cavity in the central bore;

wherein the top portion includes at least one inlet passageway communicating between the skirt cavity and the lubrication cavity for supplying lubricant from the skirt cavity to the lubrication cavity, and wherein the top portion includes a central lubrication hole communicating between the lubrication cavity and the bearing surface for supplying lubricant to the bearing surface and to a central portion of the wristpin;

wherein the wall portion of the skirt has therein diametrically opposed, circular openings for the wristpin, and wherein the bearing surface extends from one of the openings to the other of the openings;

~~wherein the wall portion of the skirt has therein diametrically opposed, circular openings for the wristpin, and wherein the bearing surface extends from one of the openings to the other of the openings;~~

wherein the piston has a central axis, wherein the circular openings are centered on a longitudinal axis perpendicular to the central axis, wherein the central lubrication hole is located on the central axis, and wherein the bearing surface defines a portion of a cylinder centered on the longitudinal axis; and

wherein the piston has a longitudinal plane including the central axis and the longitudinal axis, wherein the top portion includes first and second lubrication holes on opposite sides of the central lubrication hole, the first and second lubrication holes and the central lubrication hole being located in the plane, and the first and second lubrication holes communicating with the bearing surface for supplying lubricant to the bearing surface and to the wristpin.

19-21. (Cancelled)

22. (Previously Presented) A piston according to claim 18, wherein each of the first and second lubrication holes and the central lubrication hole has a diameter of approximately 0.125 inch.

23. (Previously Presented) A piston according to claim 18, wherein each of the first and second lubrication holes communicates with a lubrication cavity other than the central lubrication cavity.